

ALTERNATIVE D

The map on Page 59 depicts the design focus of Alternative D. In an era when technology affects lifestyles like never before, the LBJ Corridor becomes an arena of key changes in the usage of buildings. In a society increasingly dependent on mobile technology, an emphasis on mobility is bound to occur. Likely amenities along the highway to accommodate such changes could simply be more areas to stop and work, or talk while remaining in the car. Alternative D identifies points along the highway where such activities could be incorporated in the future while planning for the needs of today.

Luna Road The location of Luna Road near the IBM corporate offices makes it a logical spot for hi-tech activity. The creation of a trailhead at nearby Rawhide Creek could also serve as a scenic spot to stop and work before or after a meeting.

Josey Lane With the widening of the highway at Josey Lane, it becomes a spot where entering and exiting is facilitated. Local commerce already provides good stopping choices.

Marsh Lane At Marsh Lane, the bridge over the highway could be designed to allow motorists to stop and work while taking advantage of the highway as a view corridor to the east and west.

Midway Road Although the Midway Road intersection is surrounded by developed commercial property, it is also near a park that backs up to the highway and Brookhaven College. This makes another scenic place to stop in preparation for a meeting or class.

Preston Road Between the current parking lot at Valley View Mall and the various commercial properties at that intersection, there is an urban environment that could easily be enhanced by appropriately designed urban amenities.

Hillcrest Road With Valley View Park, The Northwood Club, and Anderson Bonner Park already in existence, Hillcrest Road provides numerous scenic places to stop and enjoy nature.

Coit Road The commercial developments on both sides of the highway at Coit Road provide destinations for hi-tech activity. Retaining access to Park Central Drive would benefit both existing entities.

Greenville Avenue At Greenville Avenue, the hi-tech motorist can take in the scenic views of Restland Memorial Park while preparing for meetings at T. I.

Abrams Road Where Forest Lane, Abrams Road, and the highway come together, a parcel of land is created that could be developed to take advantage of the highway as a view corridor. The proximity of this intersection to technology savvy Richland College makes for a good combination.

Skillman Street/Audelia Road With the DART rail system planning to stop nearby, this intersection will become an important component in DART's success.

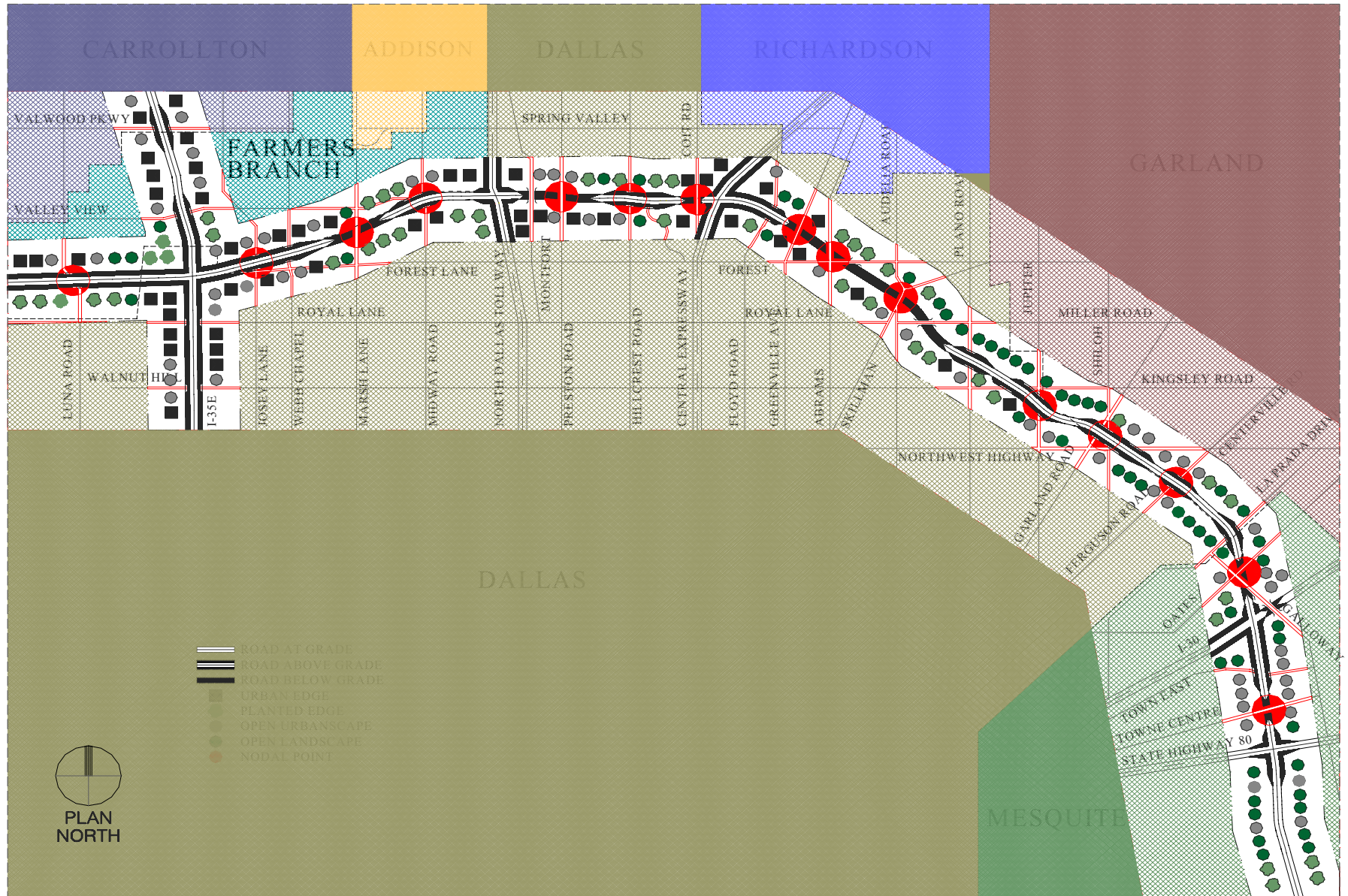
Jupiter Road Jupiter Road has an excellent view corridor along the utility easement next to the frontage road.

Garland Road Between the electronics super-store on Northwest Highway and the scenic views at Samuell Garland Park, the mobile hi-tech enthusiast should enjoy this intersection.

Ferguson Road/Centerville Road The planned changes to the frontage road at this intersection will make for easier access to the commercial property along the highway.

Oates Road/Galloway Avenue The rolling terrain at this intersection provides a rare view corridor along the eastern portion of the highway. The mobile hi-tech enthusiast should enjoy the potential for car-shopping at this intersection.

Towne Centre At this intersection, the mobile hi-tech enthusiast can enjoy the Town East Mall shopping center, the restaurant row, and the bridge over the highway with views to open land to the south.



DESIGN FOCUS - ALTERNATIVE D

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Design Focus

We have come safely into a new century and a new millenium, and technology was not dealt the blow by Y2K bugs that we feared. With relief we can consider: How will technological changes affect architecture? How will our built environment evolve? It is not implausible to think that as computer chips become even smaller, the buildings we work in will be greatly affected. The increased flexibility in communication through cellular phones and the Internet could alter our working environment to the point that office space would be a thing of the past. The attitude of the worker might soon shift from wanting to view nature to wanting to be surrounded by nature. The driver might increasingly want to exit the highway, park in a scenic spot, and hammer out some details before the next meeting. If a decreased need for large buildings increases the amount of land available for open space, then growth can continue at its projected pace without threatening the balance of nature.

Built Elements: Retaining Walls

In Alternative D, the most organic treatment of the retaining wall, the distinction between built and natural environments becomes intentionally blurred. The texture of the retaining wall, suggesting a cutaway of the natural strata (See A, Page 61), follows the rise and fall of the terrain.

Built Elements: Noise Abatement Walls

In this concept, the noise abatement wall is similar to the retaining wall, with heavy planting on the roadway side. A pedestrian zone with strategic vistas could be a part of this scheme.

Built Elements: Bridges and Overpasses

Understated pilasters organize the retaining wall and bridges. A rail above (C) includes an imprinted pattern emphasizing the connection to nature. The columns of the bridge (B) are similar to the pilasters.

Built Elements: Special Conditions

Continuing the retaining wall pattern in the cut-and-cover sections further blurs the line between natural and man-made environments. Simplifying the columns and cantilevering helps clarify the organization of the elements.

Lighting / Graphics

Light poles and sign posts would be organized with the pilasters on the side of the roadway. Using unpainted metal would help the vertical elements of the roadway to blend into the heavily landscaped areas as well as the open sky above.

Streetscape Elements: Hardscape

Increased emphasis on streetscape elements, such as seating areas and planters, underscore the shift in focus with Alternative D. Increasing usable public space coincides with the concept of less private space. The detail of the public space would be understated and highlighted by the use of natural elements and plants.

Streetscape Elements: Landscape

The main focus of Alternative D is the inclusion of the landscape in the image of the highway. Therefore, creatively positioning and using plants would be a priority. Creating new scenic view corridors, as well as emphasizing existing ones, can make this a successful alternative.